

INTIMATIONS

THE HUMPHREY BISHOP COMPANY.

(Assisted by Mr. DENMAN FULLER)

GRAND CONCERT

will be given in the Ball Room, Government House, on the night of the arrival of the "Novara" (due on THURSDAY, August 10th) at 9.20 p.m.

A portion of the net proceeds will be given to the Local War Charities Fund.

Booking at Messrs. MOUTRIE & Co. Seats \$2.50 each. Hongkong, July 28, 1916.

THE HONGKONG HOTEL COMPANY, LIMITED

NOTICE

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, the 12th August, 1916, at 2.30 p.m. for the purpose of receiving a statement of accounts of the Company for the year ended 31st March, 1916, with the Report of the Directors and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from 4th to 12th August, 1916, both days inclusive.

By Order of the Board, J. H. TAGGART, Acting Secretary.

Hongkong, Aug. 1, 1916.

878

6

NEW

COLUMBIA

RECORDS.

36520 Concerto in E Minor (Violin) Ysaye.

D. 17727 Serenade (Spanish Dance) (Cello) (Pablo Casals).

The Swan.

D. 17712 Campanella (Piano Solo) Godowsky.

Hark, Hark, The Lark! (Piano Solo)

D. 17701 Nocturne in E-flat (Violin) Parlow.

(Liebesruh).

D. 17711 Invitation to the Waltz.

Isolde's Love Song (Grand Sym. Orch.)

THE ANDERSON

MUSIC CO., LTD.

6, Des Voeux Road. Tel. 1322.

SILIMPOPON (SEBATTIK) COAL.

THE Undersigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo).

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPOPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Siboko Bay (Sebatik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD., Agents Cowie Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915.

1027

JAPANESE MAKERS

Every kind of Footwear

MADE TO ORDER

CHERRY & CO., PEDDER STREET, Opposite Hongkong Hotel, Telephone No. 491.

Hongkong, March 20, 1914.

SAVARESSES

SANTAL CAPSULES

Most Certain Cure. Physicians recommend them.

20, ARCHBISHOP LANE, LONDON, E.C.

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INTIMATIONS

VICTORIA RECREATION CLUB

NIGHT FETE

POSTPONED to SATURDAY, 12th instant.

R. C. WITCHELL

Hongkong, Aug. 5, 1916.

805

WANTED.

POSITION AS NURSE

By capable Japanese nurse who speaks English well (aged 35).

Apply to CHERRY CO.,

Old P. O. Building,

Pedder Street.

(Telephone No. 491.)

Hongkong, Aug. 7, 1916.

906

NOTICE.

I have this day admitted Mr. FRANK JAMES FALCONER a PARTNER in my business of Ship, Freight, and General Broker.

The Business will from this date be carried on under the name and style of RAY and FALCONER.

E. H. RAY.

Hongkong, Aug. 1, 1916.

880

NOTICE.

DEUTSCH-ASIATISCHE BANK, HONGKONG

(In Liquidation).

CREDITORS are requested to send in their CLAIMS to the undersigned on or before 31st August, 1916.

HONGKONG & SHANGHAI BANKING CORPORATION, Liquidators.

Appointed by the Hongkong Government.

Hongkong, June 13, 1916.

744

DAIRY FARM NEWS.

NOTHING CAN EXCEL OUR DAIRY BRAND BUTTER.

IT IS ABSOLUTELY THE BEST NEW ZEALAND TABLE BUTTER.

Sole Agents THE DAIRY FARM CO., LTD.

68

MARTIN'S

APIOL STEEL

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"CAPSTAN" NAVY CUT CIGARETTES are the Acme of Perfection

They are made from the finest quality Virginia Tobacco, and are sold in two strengths, Mild and Medium.

THE CIGARETTE FOR THE CONNOISSEUR

GOLD BY ALL LEADING TOBACCONISTS

THE CIGARETTE FOR THE CONNOISSEUR

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INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & Co. OPTICIAN, 178 BLOOMINGDALE ST. HONGKONG.

HONGKONG & MANILA

MITSUBISHI GOSHI KWAISHA (Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINO, HOJO, NAMAZU, SAKO, KANADA, SHINNEW, KAMITAMADA, BIRAI, OYUBARI COLLIERIES.

AGENT FOR SAKITO COAL.

Head Office: MARUNOUCHI, TOKYO.

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Cable Address: "IWASAKI" Codes: A-1, A. B. C. 5th Ed., Western Union, and Bentley's.

AGENCIES: CHINKIANG: Messrs Gearing & Co.

WATSON'S "E" THE PREMIER SCOTCH.



DISTINCTIVE IN FLAVOUR. WELL MATURED. MELLOW.

A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.
Telephone 618.

POWELL'S

HIGH-CLASS
GENTLEMEN'S TAILORS.

SUMMER
SPECIALITIES.

FLANNEL OR SERGE
TROUSERS

COTTON, LINEN OR SILK
COATS

MATERIALS GUARANTEED

THE DIARY.

MEMO. FOR TO-DAY.

8.15 p.m.—The Palisade, Kowloon.

MEMOS. FOR TO-MORROW.

Noon.—Opening of Police Reserve Headquarters by H.E. the Governor.
2.30 p.m.—Auction of Household Furniture, etc. at Shorncliffe, Garden Road.
2.30 p.m.—Auction of Furniture, at Messrs. Hughes and Hough's.

General Memoranda.

THURSDAY, August 10.—
10.30 a.m.—Auction of confiscated and undaimed Goods and Jewellery at the Compound, Central Police Station.
Concert by Humphrey Bishop Co. at Government House.
FRIDAY, August 11.—
10.30 a.m.—Auction of two Weighing Machines, Household Furniture, Singlets, etc. at Messrs. Hughes and Hough's.
11 a.m.—Auction of Boiler Covering Composition at Messrs. Hughes and Hough's.
3 p.m.—Auction of Office Furniture, Suits, Fittings, etc., etc. at No. 7 Queen's Road Central (formerly the Deutsch-Asiatische Bank).
SATURDAY, August 12.—
Noon.—Hongkong Hotel Co. half-yearly Meeting.
Night Fete at the T.R.C.
SUNDAY, August 13.—
9 a.m.—Excursion to Macao by S.S. "Tai Shan".
4 p.m.—Full moon.

MARRIAGE.

REDMOND-DAVIS.—On July 10th at Christ Church Cathedral, Victoria B. C., by the Very Rev. Dean Schofield, M.A., D.D., Rector, FREDERICK ANSELMO REDMOND, Lecturer in Civil Engineering at the University of Hongkong, youngest son of the late Mr. M. G. Redmond, formerly of Kotah Hall, Kotagiri, India, to EILEEN BEANLEY, youngest daughter of Mr. and Mrs. J. JESSE DAVIS, Fairfield, Emisborough, Ireland.

ACKNOWLEDGEMENT.

Mrs. J. H. MARTIN and Family desire to return heartfelt thanks for the many kind expressions of sympathy and condolences, received from their friends and acquaintances, in their recent sad bereavement.

The China Mail.

HONGKONG, TUESDAY, AUGUST 8, 1917.

JAPAN AND RUSSIA.

NOTHING testifies so plainly to the great satisfaction which the recently signed Treaty between Russia and Japan has given to the Japanese people than the way in which they continue to celebrate the event. It is over a month ago since the conclusion of the new pact was announced. The event was immediately marked by great festivities in Tokyo, Yokohama and other towns in Japan, and also at Dalny and one or two other places in Manchuria. A telegram in our yesterday's issue told us that it had been celebrated once again in Tokyo by an imposing demonstration by way of signifying the popular endorsement of the Treaty and at the same time giving an assurance of the nation's unwavering loyalty to the Anglo-Japanese alliance as "the main pillar of the international situation," and of Japan's entire sympathy with the Allies in their fight against Germany "the enemy of civilisation." This demonstration, it is interesting to note, synchronises with an announcement by Reuters Agency that it learns that the first fruits of the recent Russo-Japanese Treaty is the conclusion of a separate agreement whereby Russia sells to Japan the southern half of the Harbin-Changchun railway, about sixty miles in length, including the line from Changchun to the Sungari river, and that the Agreement also recognises the right of the Japanese to navigate the river between Kikin and Patuna. We do not know whether this announcement is made now with authority, but most people in touch with Japanese politics will know that this is no sudden outgrowth of the Treaty of Alliance. Indeed, quite six months ago a Japanese newspaper announced that an agreement had been concluded for the sale by Russia to Japan of the southern half of the Harbin-Changchun railway. The report was

reproduced at time in the *China Mail*, but our attention was drawn to a contradiction of the statement reported is having been made by the Japanese Premier. We published the contradiction, but the terms in which that contradiction was made left very little doubt in our own mind that there was something in the original story. No secret has recently been made in the Japanese papers of the fact that the Treaty which has been published does not represent the total result of negotiations which had been in progress at least six months. There is a supplementary agreement which the leading Japanese papers have frankly referred to as a secret agreement, and one of them more than a month ago intimated that the only provision in this Treaty which would be made public would be that for the transfer of the southern part of the East China railway. What this and the granting of navigation rights on the Sungari mean is, in the words of the *Osaka Mainichi*, that "Russia has almost entrusted North Manchuria to Japan." Undoubtedly this agreement, which ensures peace and harmony between Russia and Japan and an important extension of the interests of Japan in Manchuria, gives the Japanese people good reason to feel elated over a diplomatic triumph which will, to say the least, greatly add to the value and extent of Japan's economic interests in China.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The Bishop of Victoria is expected to return from Weihaiwei to-day.

A Golf Club is being formed in Sandakan, British North Borneo, and the Government has promised to assist in laying out a course. The Hon. Mr. W. G. Darby is one of the gentlemen actively interested in the project.

The Palisade is showing a change of programme to-night. The "star" film, "Temptation" is very thrilling; as is also "In the Secret Service." There are several good comics and the third series of the Panama Canal pictures.

The cases of communicable disease notified in the Colony last week were: 1 fatal case of plague, 7 cases of enteric fever, four of which were fatal, and 3 fatal cases of small pox. All the victims were Chinese with the exception of two enteric cases, which were British.

Mr. A. E. Smith, Manager for Messrs. Jardine, Matheson and Co., Ltd., Harbin, is staying in Dalny with Mr. C. E. Wedemeyer, the local manager of the firm, having come south, says a Tientsin paper, to receive the Pasteur treatment after being bitten by a mad dog.

A feature of the Concert to be given at Government House on Thursday, the 10th instant, will be the floral decoration of the beautiful Ball Room. We understand that an artistic design for the baskets filled with flowers, which will be suspended from the ceiling and walls of the room, has been made by Miss Eileen Hastings, and it is anticipated that this improvement will materially enhance the beauty of the scheme, the execution of which is in the capable hands of Mr. W. J. Tuteber. The grounds of Government House on both sides of the house will also be tastefully lighted, and in themselves, given a fine night, will prove an attraction.

The funeral of the late Mr. E. A. W. Dunrich of the Hongkong and China Gas Company took place at the Happy Valley last night. The Rev. T. Featherstone conducted the service. Those who joined the cortege at the Monument included Major Humphreys, Mr. J. Barr (acting Manager of the Gas Company), Messrs. Curry (Secretary), McCubbin (Assistant Engineer) Hunter (Superintendent of the Fittings Department) Muir and J. Bothwick (of other departments), J. J. Lennox, W. Badge, C. Smith, McIlwain, Ellis, Taylor, V. C. Latorum, H. Overy, D. Tollan, P. Robinson, G. H. May, Inspectors Gordon and Kim (of the Hongkong Police), the Company's Chinese staff etc. There were a large number of floral tributes, including a wreath from each of the "European members" of the Gas Company, the Kowloon Cricket Club, the K.C.C. Bathing Party, the Victoria Recreation Club, Mr. and Mrs. J. H. Mead, Mr. and Mrs. Charlton, Mr. and Mrs. Thornhill, Mr. J. H. Teggart, etc.

THE LAW COURTS.

A CLAIM BY BOATMEN.

Sir Wm. Rees Davies K.C. was engaged in summary jurisdiction this morning in hearing claims by eight boat owners of Ty-tam-tuk amounting to \$1364.12 against Ip Hun, a sub-contractor to the San Wo Company, Shaikwan. The claims were for the balance of money due on work done by the plaintiffs for carrying stone from Stanley and other places to Ty-tam-tuk in connection with the construction of the Government's reservoir.

Mr. Leo D'Almada represented the plaintiffs, and Mr. Agassiz the defendants.

According to Mr. D'Almada, the plaintiffs were supplied with pass books and different work done had been noted and certain amounts had been paid out from time to time.

Mr. Agassiz cross-examined to prove that plaintiffs had sued the wrong party and that a man named Lai Shing was really responsible.

For the plaintiffs it was held that defendant received the stones at Ty-tam-tuk and gave plaintiffs their pass books.

His Lordship decided in favour of the plaintiffs with costs.

THE MAGISTRACY.

A DISHONEST GARDENER.

The gardener at the Police compound was charged at the Magistracy this morning with unlawfully pawing a pair of shoes belonging to the boy employed by the Assistant Superintendent of Police. He was fined \$10.

ASSAULTED BY A GAMBLER.

Convicted of gambling, a Chinese accused another man of giving information to the Police. He committed an assault on the supposed informer on two occasions. A complaint was made to the Police and the man was arrested. Mr. Hazeland, who adjudicated this morning in the assault charges, regarded the offence as particularly serious, and imposed a fine of \$50 or two months imprisonment, bound defendant over in \$100 to a keep the peace for a year, and warned him if he came up again he would get a long sentence.

A SHANGHAI BREWERY SOLD.

The Anglo-German Brewery at Shanghai has been sold to the Dai Nippon Brewery Company for \$500,000, exclusive of stocks. The Chairman of the old Company (Mr. C. W. Wrightson) at a meeting of shareholders last week explained that the sale of the Company offered a solution of the many difficulties which exist in regard to the Company which, though British, was one in which enemy shareholders largely preponderated and shareholders would realize how impossible it would be to carry on the Company and procure the services of a British Board of Directors who would devote their time and energy to a concern, the success of which would prove of material benefit to German shareholders. Apart from this it would appear probable that Lord Halsbury's Bill, recently placed on the Statute Book, will in due course apply to Chinese Companies, the effect of which would be, that this Company having a preponderating German interest would be forced into liquidation by the British Government.

GUNS FOR CHINESE REVOLUTIONISTS.

IMPORTANT SEIZURE AT MOJI.

It is reported from Moji that fifteen machine guns, which were about to be shipped on board the O.S.R. s.s. *Taihu Maru* at Moji, were discovered and confiscated by the Police. The guns were being shipped to Mr. Kiyano Nagatomo at Tientsin, an important adviser to the Chinese Revolutionists.

A Wireless Station for the use of the Imperial Japanese Navy will be installed near Hozan, South Formosa, and operations are being commenced by an expert sent there from Osaka. The new station, which is expected to be completed by 1918, will be built on a hill, and will be sufficient to meet the needs of the Japanese.

During the month of July last, there were 66 cases of Asiatic cholera in the city of Manila, accompanied by 28 deaths, the small mortality being due to the fact that the cases of the disease received prompt treatment at the San Lazaro Hospital. During the same month there were twelve fatal cases of Asiatic cholera in the city of Manila, accompanied by 12 deaths, the small mortality being due to the fact that the cases of the disease received prompt treatment at the San Lazaro Hospital.

CHINESE AFFAIRS.

THE CANTON SITUATION.

THE NEW CIVIL GOVERNOR.

(Wah Tze Tai Po's Service.)

PEKING, August 7.

Chu Hing Lan, leaves Peking to-morrow en route for Canton to take office as Civil Governor of the Province.

He takes with him Wong Chu Yan, who had been sentenced to 15 years' imprisonment but whose release was secured by Chu Hing Lan.

SHANGHAI CANTONESE AND THE SITUATION.

SHANGHAI, August 6.

The Cantonese community held a meeting yesterday and decided to telegraph to Luk Wing Ting urging him to proceed to Canton immediately. It was also decided to canvas for subscriptions for the purpose of sending a representative to the scene of the fighting, together with a Red Cross staff for the relief of the wounded.

THE SITUATION IN HUNAN.

SHANGHAI, August 7.

The Government has decided to resort to force if the appointment of Tam Yin Hoi as Tsuchun will not relieve the situation in Hunan province.

CHINESE POLITICS.

SHANGHAI, August 7.

The majority of members of Parliament have agreed to support Tuan Ki Sui's appointment as Premier, but they favour the postponement of the election of a Vice-President.

An informal meeting of members of both Houses discussed the question of the recognition of the present Cabinet, but there were differences of opinion and no satisfactory conclusion was reached.

One of the Ministers is now trying to negotiate a basis of agreement.

MR. TANG SHAO YI.

SHANGHAI, August 7.

The Cantonese merchants are to give Tang Shao Yi a farewell dinner to-morrow, although his departure for Peking has not yet been definitely fixed.

CANTONESE INFLUENCE AT PEKING.

PEKING, August 7.

Members of Parliament representing five provinces have combined to crush the Cantonese influence in Peking. Chan Kam To's position is shaken.

MILITARY EXPENSE OF SOUTHERN PROVINCES.

A Peking telegram to Japanese papers, dated the 1st inst., says:—The amount demanded of the Central Government as the Military expense of the Hukochun since its first rising at Yunnan has reached about \$20,000,000 as follows:—

Yunnan \$7,000,000
Chunyu 3,000,000
Tsu Ao 3,000,000
Li Shichun 2,000,000
Lin Hsien-shi 2,000,000
There is no bill sent from Kwangsi as yet and it is outside the above total.

N.Y.K. CAPTAIN REPRIMANDED.

The Tokyo Marine Court has recently held an inquiry into the circumstances surrounding the collision between the N.Y.K. steamer *Takama Maru* and the oil-steamer *Silverhill* off Newfoundland on the night of February 1st last, resulting in the sinking of the Japanese steamer.

When the examination was over Mr. Nagano, the Procurator, addressed the Court. He said that it was improper for the *Takama Maru* to be making full speed at 10 knots in a dense fog, even though she was on the open sea. There were extenuating circumstances, however, inasmuch as the *Takama Maru* was light, and it would have been impossible to control the ship properly unless she was driven at full speed. In view of the fact that Captain Moses had served the N.Y.K. during the last 20 years without a single mishap, a reprimand for neglect of duty would be sufficient to meet the case. The Court found Captain Moses guilty of neglect of duty in proceeding at full speed in a dense fog, but in view of the circumstances in his favour the Court decided that Captain Moses should only be reprimanded.

KEEP IT HANDY.

IMMEDIATELY relief is necessary in cases of diarrhoea, Cholera, Colic, Cholera and Diarrhoea. Remedy should always be on hand. For sale by Chemists and Storekeepers.

CLEANING CATTLE STEAMERS.

QUESTIONS AT THE SANITARY BOARD.

The Sanitary Board met this afternoon, Mr. W. L. Taitman presiding. There were also present the Hon. Mr. W. Chatham (vice president), Col. Crisp, Messrs. F. B. Bowley, P. W. Golding, Dr. Orzorio, Messrs. Chan Kai Ming, Ng Hon Tze, Dr. Woodman (Medical Officer of Health) and Mr. W. Bowen-Rowlands (Secretary).

Mr. F. B. Bowley asked the following questions:—

i. What is the reason for the delay on the part of the Government in dealing with the recommendations of the Board with regard to No. 1 May Road and No. 16 Peak Road (Ian Mo)?

ii. What arrangements are made by the Sanitary Department for removing manure from river steamers bringing cattle to Hongkong? Can the Head of the Sanitary Department suggest any improvement in such arrangements?

iii. Will the Head of the Sanitary Department lay on the table and supply members of the Board with prints of the annual Medical and Sanitary Reports for last year, which have been laid on the table of the Legislative Council?

The CHAIRMAN replied:—

(1) The recommendations of the Board are being considered in connection with the general question of the drainage of Hongkong. The reply to the Board's recommendations will be given as soon as possible.

(2) The work is at present done by three men and a foreman drawn from the scavenging staff of H.D. It is the duty of the foreman to find out when cattle boats are due and to arrange for the coolies and cart. Previously to the war these vessels used to arrive regularly, either in the early morning or in the evening and it was easy to arrange the ordinary work so that the men would be available in the morning to clear the manure from both overnight and morning arrivals. Now the boats arrive at all hours of the day, and it is not always possible to make immediate clearance of the manure without detriment to the ordinary scavenging service. Improvement of the service would be easy: it is only a matter of cost. This manure must be regarded as trade refuse which the trader must either remove to the refuse depots himself or pay to remove. At present six vessels pay varying sums amounting to \$26 per manum for this service, but investigations following a recent complaint have shown that there are 8 vessels, including the complainant vessel, which pay nothing. If the charge is raised to a uniform monthly fee of \$14 per vessel we should realize an additional \$88 per annum which would provide three coolies and a foreman who could be detailed specially for this work at a charge of only \$1 per manum to the public funds.

(3) The third question is answered in itself. The printed reports reached me the same day as the questions.

FLUSHING APPLICATIONS.

The Board recommended the approval of applications to erect four water closets and two urinals at the Cosmopolitan Dock and three water closets at the Golf Club House, Deep Water Bay.

JAPANESE SHIPPING NEWS.

THE S.S. "KOREA."

The delivery of the "Korea" by the Atlantic Shipping Company to the Toyo Kisen Kaisha was effected on the 12th inst., at New York. The vessel left that port for Japan on the 24th inst., via Panama and Vladivostok.

NEW O.S.K. STEAMERS.

A Japanese journal at Nagasaki reports that the Mitsubishi Dockyard, Nagasaki, has secured a contract for the building of two steamers of 5,000 tons gross, of the "Mitsubishi" and "Hawala" classes, for the Osaka Shosen Kaisha, on condition that the materials will be supplied by the steamship company, who will bring them from America on its own steamers.

N.Y.K. STEAMERS TO CALL AT MARSEILLES.

It is reported that the Nippon Yusen Kaisha has decided, in compliance with the request of the Kobe Chamber of Commerce and the exporters' associations in Yokohama and Kobe, to renew the service to Marseilles in the early part of next month, reports the "Japan Times." The regular liners will be despatched to the French port, however, and only some of the extra liners operated on the European route will call at Marseilles en route to London via Cape Town. The first liner to sail under the new arrangement is the "Toba-maru," which will be equipped for the ocean service shortly at the Kawasaki Dockyard Company's plant at Kobe. She will start on her maiden voyage in the early part of next month from Kobe. She will be followed by the "Kawachi-maru," which is scheduled to weigh anchor at Kobe in the early part of October.

CLOSING SHARE QUOTATIONS.

8.00 p.m.
Bankers 127 1/2
Docks 115 1/2
Straits 84 1/2
W. Ind. 112 1/2
D. Ind. 112 1/2
Commodities 112 1/2

A MASTER REMEDY.

CHAMBERGAIN'S Colic, Cholera, &c.

Chambergain's Remedy is a master over-coming colic, diarrhoea, and all intestinal pains. One dose relieves, a second cures. It is rarely necessary to repeat a dose. For sale by all Chemists and Storekeepers.

JAPAN'S FOREIGN TRADE.

RESULTS OF THE PAST HALF YEAR.

The Japanese Finance Department has given out the following figures showing the value of the trade transacted with the various continents during the first half of this year. For purposes of comparison, the figures for the corresponding period of last year are also given:—

	1916.	1917.
Asia	¥323,500,015	¥180,484,083
Europe	77,593,078	58,350,645
North America	149,008,804	80,754,132
South America	1,504,883	601,542
South Africa	2,684,797	646,633
Australasia	16,255,853	8,713,534
Other Places	148,419	313,678
Total	480,585,750	300,914,017

CHINA AND THE WAR.

Having just returned from China, in which country he has spent nearly half his life, "Mencius" writes to the *Manchester Guardian*—

Britons in China have not been behind others in showing their patriotism at this critical juncture. Every man who could leave has returned home to join the Colours, and some have already laid down their lives for the Empire in Gallipoli and Flanders. Nor have Britons in China been behind the rest of the Empire in the way they have contributed to the many different funds for the relief of suffering caused by the war.

Hostilities had not far advanced before Germans in China saw the importance of winning Chinese opinion to their side. They once began a literature campaign, and before long Chinese, even in distant provinces, were in possession of the German version of the causes of the war, and had news of overwhelming German victories. Many Britons, realising the harm this was doing their cause, determined to counteract it by taking steps to put the Chinese in possession of the facts. Telegrams have been translated for the Chinese press, and translations of British documents have been circulated.

It may seem a matter of small moment what the Chinese think of us and the way we conduct this war. It may be said—"Of what account is China to the world? An unwieldy nation tottering to ruin. But Germany, be it noted, does not take this view. Germans do not see China merely as a market, but as she may become. In every province they see a promising market for German goods, and, if possible, they wish to make the present war advance rather than injure their prestige. China is now awake from end to end, and her people are obsessed with a glowing patriotism that desires to make their country great and worthy of its historic past. Those who know China best are convinced that "no people with such a history and with such characteristics was ever extinguished or ever will be."

MEDALS FOR WAR SERVICE.

A desire, having been expressed for the issue of information as to the medals which may be earned by soldiers for war service, the Secretary of the War Office announces that the medals in question are the following:—

(1) The Victoria Cross. The conditions under which this is awarded are well known. Up to the present date 86 Victoria Crosses have been awarded in the present war to warrant officers, non-commissioned officers, and soldiers.

(2) The Military Cross is awarded for distinguished services in times of war, and may be won by warrant officers, as well as by commissioned officers of rank not above that of captain. One hundred and thirty warrant officers have received the Military Cross up to date.

(3) The Distinguished Conduct Medal is awarded for individual acts of distinguished conduct and for devotion to duty in the field. This medal has been earned by about 6,150 warrant officers, non-commissioned officers, and soldiers during the present war up to date.

(4) The Military Medal, which was instituted some two months ago, is awarded to non-commissioned officers and soldiers for individual or associated acts of bravery in the field. About 1,700 of these have been conferred up to date.

(5) The General War Medal, the issue of which is not decided until peace has been concluded.

GERMAN SHIPBUILDING.

Interviewed by a correspondent of the *Berlingske Tidende*, Herr Ballin, the director of the Hamburg-American Line, made a statement as to the building of German merchant ships during the war.

He said the Hamburg-American Line had in course of construction a steamer named *Dismark*, of 26,000 tons, which will be the largest vessel in the world, and also a ship named *Tirpitz*, of 30,000 tons, and three other steamers, each of 22,000 tons. The *Vulcan* Yard was building nine steamers, four of which will have a displacement of 18,000 tons each, and at the *Fleensburg* Yard there had been constructed a large number of merchantmen, including two of 13,000 tons. At *Gesamund* two steamers, each of 7,000 tons, had been built for the *Panama Canal* trade. The *Hamburg* South America line had built a steamer called *Cap Polonia*, which is a sister ship of the auxiliary cruiser *Cap Trafalgar*. The *Norddeutsche Lloyd* Company had built two steamers named *Columbus* and *Hindenburg*, each of 33,000 tons, the *Munben* and *Zeppelin*, each of 16,000 tons, and 12 other steamers of 12,000 tons, while six vessels had been constructed for the *Africa* Line, eight for the *Hansa* Line, and 10, varying from 9,000 to 13,000 tons, for the *Kosmos* Line.

A MASTER REMEDY.

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THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

GENERAL JOFFRE INTERVIEWED.

VICTORY NOW CERTAIN.

PARIS, August 7.
General Joffre, interviewed, said our enemies are showing signs of weakening. They are using up their last reserves. Victory is now certain.

General Joffre mentioned that there were still two-thirds of the German Army on the western front.

THE ANGLO-FRENCH OFFENSIVE.

"SITUATION UNCHANGED."

LONDON, August 7.
General Sir Douglas Haig reports that the situation is unchanged. We retain the ground won yesterday.

A hostile bombardment against our front line and the areas at the back continues.

We repulsed small counter-attacks east of Pozieres, and we successfully raided the enemy's trenches east of Neuville St. Vaast.

Last night the enemy endeavored to raid our trenches south-east of Bois Grenier, but they were driven back with loss.

AIRSHIP ACTIVITY ON THE FRENCH FRONT.

PARIS, August 7.

A communiqué states: There has been violent artillery work in the region of Chaubien. Germans who attacked the Thioumont were thrown back on their own trenches by our curtain fire.

An enemy attack on Vaux Wood completely failed. Three German aeroplanes were brought down in the Somme region and three others were forced to land in their own lines.

Our air squadrons bombed Metz Sablon and Thionville railway stations, factories at Rombach and bivouacs at Etain.

THE OPERATIONS IN EAST AFRICA.

THE WORK OF THE NAVY.

LONDON, August 7.
General Smuts reports that a naval detachment occupied the minor port of Sadani on the 1st inst. after slight opposition. Other naval operations are progressing at various points along the coast line.

Major-General Van de Venster is pursuing the enemy towards Mpoma from the Kilomatide-Dodoma-Kilomba area.

Brigadier-General Northey reached Ndabini, in the direction of Iringa.

SHIPS SUNK.

LONDON, August 7.
The following steamers have been sunk:

Tottenham and Fawcett (British), Tricoups (Greek), Siena (Italian), Jaegersborg (Danish), and Commerce (Swedish).

THE GRAVES OF THE ENGLISH IN FRANCE.

LONDON, August 8.
The French Parliament has passed a law assuring the inviolability of the graves of the English in France. The Army Council has replied expressing their appreciation of the kindness of the French.

ANGLO-RUSSIAN AGREEMENT REGARDING PERSIA.

PETROGRAD, August 8.
The British and Russian Ministers have reached an agreement regarding Persia, covering financial and military measures.

THE FIGHTING NEAR SUEZ CANAL.

TURKS PURSUED FOR EIGHTEEN MILES.
OVER 8,000 UNWOUNDED PRISONERS.

LONDON, August 7.

General Murray reports in reference to the fighting in the Katia district that our fire was most effective and that the Turkish losses in killed and wounded appear to be very heavy.

The pursuit continued for eighteen miles and the Turks are now well clear of the Katia-Umisha basin. We took prisoner 45 officers and 3,100 men, unwounded.

EGYPTIANS ELATED.

LONDON, Aug. 7.
The Egyptians are elated at the Turkish rout.

Hundreds of prisoners, in the dirtiest and most disreputable condition, have been brought in, suffering from thirst. More are expected, including German officers.

THE RUSSIAN ADVANCE.

AUSTRIANS FALLING BACK FROM TARNOPOL.

PETROGRAD, August 7.

The successes southward of Brody bring the Russians within fourteen miles of the Tarnopol-Lemberg railway. In consequence of this the Austrians are falling back from Tarnopol in the direction of Zlotchhoff.

According to prisoners, three Divisions of German reinforcements have been sent to Zlotchhoff and Rumany further south. The enemy activity northwards of the Carpathians is regarded as chiefly for the political purpose of influencing Rumania.

THE ARAB REVOLT AGAINST TURKEY.

LONDON, August 7.
The Times' Correspondent at Constantinople says the Ulema and Sheikh-ul-Islam attribute the Arab revolt to Enver Pasha's pro-German policy and anti-Islamite tendencies. They sympathise with the Grand Sheriff and hope that he will proclaim himself Caliph and obtain the recognition of Islam.

THE JEDDAH PILGRIMAGE.

CAIRO, August 7.
A declaration permitting the pilgrimage is momentarily expected.

INCREASED BRITISH TRADE.

LONDON, August 7.
The increases in British trade were:—Exports, £11,601,546; Imports, £1,048,604, as compared with July last year.

RUSSIA'S BLACK SEA FLEET.

PETROGRAD, Aug. 8.
Vice-Admiral Kolchok, the youngest Russian Admiral who fought at Port Arthur, has been appointed to the Black Sea command.

GERMAN MAXIMUM TARIFFS APPLIED TO ITALIAN PRODUCE.

AMSTERDAM, Aug. 8.
The German Finance Minister announces that the maximum tariffs will henceforth be applied to Italian produce.

FRENCH SOCIALISTS AND THE WAR.

PARIS, Aug. 8.
The National Council of French Socialists has passed a resolution declaring the right of the country to defend itself when attacked, and affirming it to be the duty of International Socialism to denounce the aggressor and preserve the people from another war.

LORD-LIEUTENANT OF IRELAND.

LONDON, Aug. 7.
It is generally expected that Lord Wimborne has been re-appointed Lord Lieutenant of Ireland.

AMAZING BLUNDER OF BRITISH PILOT.

HE FLEW FROM FARNBOROUGH INTO ENEMY LINES.

WITH PASSENGER AND "VERY LATEST" MACHINE.

It is not pleasing to record the fact that a British airman flew from Farnborough across the Channel, and within three hours delivered himself, his passenger and "the very latest" air machine intact into the hands of the enemy, says a London contemporary. But the amazing story was told to the House of Lords by Lord Montagu of Beaulieu, who asked for information as to the start, flight, and landing of a certain FE 2B aeroplane which left Farnborough on May 31 and has not yet joined the squadrons at the front. It seemed, said Lord Montagu, that the pilot flew across the Channel, passed over our lines and the German lines, and descended in the German aerodrome near Lille. He had never flown to France before, and had no knowledge of the geography of the Western front. The pilot had only been gazetted to the Royal Flying Corps nine days before he was in the hands of the enemy. Not only was he inexperienced with the machine, but he had never flown over the sea before.

"OUR WAR OFFICE BEAUTIES." In a letter from an officer, which Lord Montagu read, it was stated that the pilot had no experience of the machine, and did not know the way. The writer added: "Thus, three hours after being turned out of Farnborough, our latest machine was handed over intact to the Hun. It is the second time our beauties in the War Office have lost a new machine in the same way."

Earl Curzon, in reply, said the noble lord was obviously fully acquainted with all the details. It was true the aeroplane left England on June 1, and was not heard of again. The German Wireless of June 2 stated that a British biplane landed near Lille, and the Government now knew that it was the missing machine, and that the pilot and his passenger, from whom a communication had been received, were prisoners of war. The pilot, after crossing the Channel, appeared to have lost his way and to have descended by accident within the German lines.

Such instances had happened before and would happen again, and they were not confined to one side. They had happened to the Germans in the same way as to our own pilots. He believed it was true the pilot had never flown over the Channel before. No doubt, in the ordinary course, they would be only too glad to send with a machine a pilot who had done the same job before, but pilots with those qualifications were likely to be well employed already at the front. It was one of the risks of aerial warfare that had to be run.

THE CAPTURE OF THE "BRUSSELS."

The maintenance of a service of English boats between Holland and England in war-time aroused much comment of an appreciative nature in Holland. The Great Eastern service has been run almost with the regularity of clockwork. Many are the stories told of encounters which the *Brussels*, the *Copenhagen*, and the *Chorner* have had with submarines. The Government's determination to sink one of the daring boats, and it was only a week or two before the capture of the *Brussels* that a young German attempted to place dynamite on the *Copenhagen*. Luckily, the plot was discovered before the boat sailed.

On one occasion a Great Eastern boat arrived at Rotterdam with the paint burnt from her funnels. The boat had encountered a submarine on the way across, and every ounce of steam had been required to enable her to get clear. The stokers backed the captain to such good purpose that the boat came into the Mass with her funnels almost red-hot.

The refugees on the *Brussels* when she was captured were mostly women and children, and the *Brussels* also carried five stewardesses, one of whom was to have been married in a fortnight. Her prospective husband was on his way from the Netherlands to the capture of G.E.R. steamer *Brussels* (Captain Fryatt) was spoken of in the Home papers as "a record North Sea feat by the enemy" for it was the first time in 22 months that the German Navy had taken a British prize in the North Sea.

Time after time had the *Brussels* been attacked by the enemy's vessels, but each time by skillful navigation had succeeded in eluding them.

For a particularly brilliant exploit in March 1915, Captain Fryatt was presented with a gold watch, suitably inscribed by the Lord Commissioners of the Admiralty, together with their thanks on vellum. Less than twelve months ago, when out ward bound from Harwich to Rotterdam, his vessel was chased for over an hour by a submarine. The enemy demanded him to haul down his flag, instead of which the captain hoisted the biggest Union Jack that was available, and got safely away.

A few days prior to that, when off the North Hinder Lightship, a torpedo was fired, but this, happily, missed the vessel, passing within eight feet of it.

SCOTTISH LETTER.

(From Our Own Correspondent.)

July 5.

BOTHWELL'S TOMB.

In last week's "Scottish Letter" it was stated that Professor Hansen, the eminent Danish anatomist, had expressed a confident belief that the tumour in the little church of Faarveile, in the north-west of Zealand, is really that of the notorious James Hepburn, Earl of Bothwell and Duke of Orkney, third husband of the ill-fated Mary Stuart, Queen of Scots. Of course it is frankly admitted that definite proof of this is impossible.

The old story is known to every one, with its two great central incidents—the murder of Darnley on February 9, 1567, and the marriage of his Royal widow to the man pointed at by the public opinion as his murderer on May 15 of the same year. Exactly a month later, on June 15, Mary and Bothwell parted on Garberry Hill, never to meet again. Bothwell took ship, went north to Orkney and Shetland, and there seems good ground for the belief that he engaged in piracy. Eventually he sought refuge in Norway from the pursuit of the Scots Lords, and was brought to Bergen. It is said that he got into trouble through being recognised by Anne Thorssen, his first wife—or mistress. Again it is alleged that some Scots merchants who recognised him communicated with the Confederate Lords. Certain it is that the latter sent a message to the King of Denmark demanding that the fugitive should be put to death "for an example to all that shall attempt a Prince's life." The King of Denmark made some diplomatic delays, he did not wish to embroil himself with either of the parties in Scotland. But the divorce which Mary obtained virtually settled Bothwell's fate.

On June 16, 1573, writes A. Ireland Robertson, Bothwell was transferred to the Castle of Drachsholm, thrown into a louthsome dungeon, and is even alleged to have been chained to the wall. "The Historie of the Reigne of Marie Queene of Scots" asserts that "none had access to him but those that carried to him such scurvy meat and drink as was allowed, which was given him in at a little window." Tradition asserts that he became insane as a consequence of the cruelty inflicted on him. But he lingered on in captivity till April, 1578. His body is believed to have been put into a plain, coarse, wooden chest, and to have been kept in the dungeons at Drachsholm for many years. Later it was deposited in the vault of the Adeler family, the proprietors of Drachsholm or Adelsborg, in the church of Faarveile. Afterwards it was placed in the crypt so that "it might be seen more conveniently by visitors."

In a work titled "A Residence in Jutland," published 55 years ago, a short account is given by Mr. Horace Martyn of a visit to the church. In a vault he says he found the coffin of Bothwell, and on the lid being raised saw the figure of a man of about middle height, having red hair mixed with grey. His aspect suggested "an ugly Scotsman." He had high cheek bones, a prominent book nose, and a wide mouth. The allusion to "an ugly Scotsman" recalls Mignet's description of Bothwell as "far from handsome," although possessing a martial bearing and having certain powers of fascination. Fifteen years ago there appeared in a leading Danish newspaper, the "Dannebrog," an interesting description of the appearance at that time of the body. "Among some loose straw, carelessly wrapped in its winding sheet, lay a grey, shrunken corpse, the face still wearing a marvellously lifelike expression. Even the skin, though grey and shrivelled, was clearly traceable all over the long-shaped face, and I was much struck by the strongly marked features, the high intellectual forehead, the sharp aquiline nose, and the pointed, masterful chin. But the mouth, with the pale, compressed lips, even yet warmer in colour than the rest of the face, is the most remarkable feature, and having once noticed it I had eyes for nothing else. It is a mocking, disdainful mouth, turned down at the corners, its scoffing expression seeming to utter a farewell sneer at the world and at the capriciousness of fortune. The mouth with its expression of wild passion seemed rather to belong to the living than to the dead."

A SCOTSMAN'S CHAIR. On the outbreak of war, among the young Scots in the Metropolis who joined the London Scottish was Mr. Alexander C. B. Mackenzie, a Fellow of the Institute of British Architects, and a descendant of a family who for centuries have been distinguished ornaments of the profession in Scotland. As Private Mackenzie, a battalion Scout, he rendered splendid services soon after hostilities began, but at Messines, in the first Ypres battle, he was seriously wounded in the right leg. He had to remain in hospital for twelve months, and it was necessary to amputate the limb. A Frenchman provided him with an aluminium leg, with which he can now walk, and he has been able to do so since he was discharged.

CRICKET. Owing to heavy rain, all the cricket matches in Scotland were abandoned. Among them was the two days' School Championship engagement of Loretto and Moriston. Castle Loretto scored 189 and 129, and Moriston 104 and 97. The weather was the feature of the match was the dashing innings of J. M. Garrett on the first day, when he compiled 90 for the Moriston School. D. Whitehead, Moriston's batsman, was also struck. The Moriston fielding was very good. D. J. Watson was then

some ago he resumed his professional work in London, and he has just been elected President of the Architectural Association, one of the most honourable positions in the gift of the profession. Mr. Mackenzie served his articles in the office of his father, Mr. A. Marshall Mackenzie, A.R.S.A., in Aberdeen. Among the works with which his name is associated are Australia House, in the Strand, which is being erected to the order of the Government of Australia, the Waldorf Hotel, the School of Tropical Medicine additions, and the memorial to King Edward at Craibie Church, Balmoral.

LOCH LOMOND PARK.

Balloch estate on "the bonnie, bonnie banks o' Loch Lomond," which was recently purchased by the Corporation of Glasgow, is now formally open to the public. It is one of the most beautiful sites in Scotland for a national park, the loch with the surrounding mountains providing a magnificent panorama of scenery. For many years the authorities of Dumbartonshire tried to obtain a free public access to the loch from the south, but always without success. It was not until Glasgow, spreading outwards towards the north-west, became affected by the restrictions of the landowners, that matters came to a head. Then the Corporation of the City, with a rich purse behind it, soon discovered a solution. They bought the whole of the Balloch estate which barred the way to the famous stretch of water which bears the proud title of "Queen of Lochs." The estate embraces some 800 acres, with a frontage of over a mile on the river Leven and Loch Lomond, and it has rich historic associations. It was here that the Earls of Lennox, until there fell on them the fatal blow of James I., maintained their great feudal state. On the division of the Earldom, the stronghold of Balloch was retained in the Darnley branch, and royalty was often entertained within its walls. Though no part of the ancient estate remains, there can still be traced the fosse that encircled the knoll on which it stood.

JOCK IN THE TRENCHES.

Captain Beath's lecture on "Human Nature at the Front" is a great success. The gallant Captain is better known as "Ian Hay," the story writer, and his "First Hundred Thousand" is by far the most popular book of the war. An officer of the Argyll and Sutherland Highlanders, Captain Beath describes the making of a working-man's battalion, and its life and conduct when it comes to the real thing in Flanders. His own company at the beginning, he says, would have made a drill sergeant weep. One of the recruits was a waiter from a third-class restaurant, and he paraded in a swallow-tail coat, a decollete waistcoat, and a dicky which subsided early to the rigours of military service. In this garb he paraded from day to day until the kilts and khaki arrived. Another private in the platoon found it exceedingly difficult to divest himself of his former views as a trades unionist, and regarded the officers as "rapacious capitalists," and the two sergeants as "hired bullies." This man was at first firmly of opinion that the money he paid in fines went into the pockets of the officers, and took quite a different view when it was explained to him that they went to the King. As an illustration of the wonderful array of talent among the men of Kitchener's Army, Captain Beath related a story of how he sent a man out scouting one day, and before his departure explained in most careful detail the rudiments of map reading and the use of the compass. Afterwards he learned that this man was a kind surveyor in civil life. That the Boches have a sense of humour after all is shown by the story that one night a voice came from the opposite trenches, "Are you dere, Jock? Have you got any whisky? We have plenty of water."

AN ECHO OF THE JUTLAND BATTLE.

At Glenalmond prize-day, the Primate of Scotland (Bishop Roberts) said a cousin of his, the commander of one of the biggest battleships, told him a touching incident connected with the recent naval action. A big ship passed a raft with three bluejackets hanging on to it—survivors of one of the ships lost. They knew the ship could not stop to save them. What did they do? They did not cry for help, but gave three hearty cheers for the battleship as she swept on her way. Was it not magnificent—these three chaps going to certain death, and thinking of the honour of the Navy and of the country?

MISCELLANEOUS. Thirteen of the 15 ships which Mr. Hughes, Prime Minister of Australia, has purchased for the Commonwealth, were Glasgow steamers. Ten belonged to the cargo fleet of Messrs. Burrell & Sons, all being Strath vessels—Strathven, Strathgarry, Strathmore, Strathgordon, and Strathglen. Two, the Ardgorn and Ardglen, were owned recently by Messrs. Clark & Service. The 18th vessel was the *Vernon* of Messrs. Gow, Harrison & Co. Two contingents, 104 and 101 years of age, are at present living at Tormore. The senior, Mrs. Nell Macdonald, lived in Torloise, west of Mull, for over 60 years. Her husband now in his 90th year may

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most successful bowler, but the steadiness of E. E. Constanthopoulos during a long spell also deserves commendation.

BORNED DOCTOR DIVORCED. In the Scottish Court of Session, Lord Anderson heard proof in an action of divorce on the ground of desertion, at the instance of Isabella B. Fraser or Myrieles, 107 Esplanade Road, Bombay, against her husband, Oswald Myrieles, B.M., Ch.B., sometime residing at Gorbill, Sam-wak, Borocoe, but whose present address was unknown to the Pursuer. Desertion was proved, and decree of divorce was granted.

J. H. A. STORIES. Sir John H. A. Macdonald has always a fund of story. At a luncheon in Edinburgh the other day he kept the table in a roar. One of his stories was about an Englishman in Aberdeen, who observed to a native, "You Aberdonians think a great deal of yourselves, and that you are amazingly clever; but how comes it that there is a larger proportion of lunatics here than anywhere else?" This was not true, but the Aberdonian quietly replied, "They would piss for very sensible people anywhere else."

Another of his stories was an old one but a good one, and it will be balm to the Scot who still feels hurt by the "bang went" experience. Legend: When George Heriot, the godfather to King James, returned from London he was asked, "What do you think of the English?" "Oh, God Almighty, hasn't given them much sense, but they are grand folk to live among."

THIRTEEN OF THE 15 SHIPS WHICH MR. HUGHES, Prime Minister of Australia, has purchased for the Commonwealth, were Glasgow steamers.

By order of the Committee.
EDWARD M. RAYMOND,
Secretary.

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SHANGHAI, MOJI, KOBE and YOKOHAMA	MALTA Capt. C. C. Talbot, R.N.R.	15th Aug.	Direct Service.
LONDON via SINGAPORE, PENANG, COLOMBO, Port Said & MARSEILLES	SOMALI Capt. L. D. Finckney, R.N.R.	15th Aug.	Direct Service.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. A. Collier, R.N.R.	27th Aug.	Direct Service.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world (and through tickets to New York, at Special Rates). For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to P. & O. S. N. Co. Office, 4, V. D. PARR, Acting Superintendent.

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.
 "CANADA MARU" Capt. T. Suruga, Friday, 18th Aug., at 3 p.m. (Omitting Manila and Nagasaki).

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT SWETENHAM AND COLOMBO.
 "SHINKOKU MARU" Wednesday, 16th Aug., at 7 a.m.

JAVA LINE. FOR MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA & MACASSAR.

FORMOSAN LINE. FOR TAMSUI, KEELUNG, ANPING, TAKAO, VIA SWATOW, AND AMOY.
 "SS. KAIYO MARU" Capt. Murakami, Sunday, 8th August, at Noon.
 "SS. AMAKUSA MARU" Capt. Koshiki, Sunday, 13th August, at Noon.
 "SS. SOSHU MARU" Wednesday, 16th Aug., at 9 a.m.

Calling at Tamsui via Swatow and Amoy.
 Calling at Keelung via Swatow and Amoy.
 Proceeding to Anping and Takao via Swatow and Amoy.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-

H. YAMAUCHI, Manager.

Tel. Nos. 744 & 745.

No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN MAIL SERVICE

MAIL TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		26th August, at 11 a.m.
EASTERN	13th September	4th October, at 11 a.m.

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. All Steamers fitted with Wireless Telegraphy.

For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipments at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINE.

Proposed Sailings from Hongkong.

Steamers from Hongkong, on or about, Connecting at Calcutta with On or about

For Freight and further particulars apply to

DODWELL & CO., LTD. Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS VIA PORTS AND SUEZ AND PANAMA CANALS.

(With liberty to call at the Malabar Coast)

For BOSTON & NEW YORK

S.S. BOLTON CASTLE On or about 28th August.
 It is intended that the above vessel will proceed via Panama Canal.

For Freight & further particulars, apply to

DODWELL & CO., LTD. Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. HOKUTO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan, 20th Aug.
 S.S. BANRI MARU, For Moji, Kobe & Yokohama, 20th Aug.
 S.S. RIJUN MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan, 14th Sept.
 S.S. BORNEO MARU, For Moji, Kobe & Yokohama, 19th Sept.

For Freight or Passage apply to

DODWELL & CO., LTD. Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TIENTSIN via WEIHAIWEI	CHIEF	Aug. 9, Daylight.
SHANGHAI	SHANGHAI	Aug. 10, at 4 p.m.
RAIPHONG	RAIPHONG	Aug. 11, at 10 a.m.
SHANGHAI	YINCHOW	Aug. 13, Daylight.
MANILA, CEBU & ILOILO	TAKO	Aug. 15, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

MANILA LINE. Twin Screw Steamers "Chinshu," "Taming" & "Tea." Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck aft on "Taming" and "Tea."
 SHANGHAI LINE—PASSENGERS, MAILS & CARGO.
 S.S. "Anhui," "Chenan," "Luchow," "Yingchow," "Shantung" & "Sinkiang," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	WINGANG	THURSDAY, Aug. 10, Daylight.
WEIHAIWEI & TIENTSIN	CHEONGSHING	FRIDAY, Aug. 11, Daylight.
SHANGHAI	CHONGSANG	FRIDAY, Aug. 11, Daylight.
MANILA	LOONGSANG	SATURDAY, Aug. 12, at 3 p.m.
MANILA	YUENSANG	SATURDAY, Aug. 12, at 3 p.m.
SINGAPORE, PENANG & KUALA LUMPUR	KUMSANG	MONDAY, Aug. 21, at 3 p.m.
SINGAPORE & PENANG	HOPSANG	TUESDAY, Aug. 22, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers "Katsung," "Samsung," leaving about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yokohama," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei.

Taking Cargo on through Bills of Lading to Kuantan, Lahad Datu, Simporna, Tawau, Uman, Jesselton and Labuan.

Under Straits Government Regulations. All European Passengers leaving the Colony for Straits settlement are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

HOMEWARD.

FOR

STEAMERS

DATE OF DEPARTURE

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215 Sub. Ex. 11.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. SHIRALA, 5,200 tons, Capt. A. J. Terry, will be despatched for SHANGHAI, KOBE and MOJI on

WESTWARD.

The above Steamer has excellent saloon accommodation for passengers and is fitted with all modern conveniences and carries a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., Agents.

Telephone No. 215.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAICHING	Capt. W. C. Passmore	FRIDAY, 11th August at 3 p.m.
HAITAN	Capt. J. S. Thomson	TUESDAY, 15th August at 3 p.m.
HAIBONG	Capt. J. W. Evans	at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & Co., General Managers.

Telephone No. 215.

SHIPPING

P. & O. S. N. Co.

STEAM FOR

STRAIT, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITER- RANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "NOVARA," Captain H. R. Hetherington, will be despatched from this port on or about FRIDAY, the 11th August, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Kaiser-I-Hind" from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc. will be conveyed via Bombay per "Kaiser-I-Hind" due in London about 20th September, 1916.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. V. D. PARR, Acting Superintendent.

Hongkong, July 29, 1916.

AMERICAN & MANCHURIAN LINE.

For BOSTON AND NEW YORK VIA PANAMA CANAL.

THE Steamship

"CITY OF NAPLES"

Captain PRIN, will be despatched for the above ports on 15th August 1916.

For freight and further particulars apply to

THE BANK LINE LIMITED.

General Agents.

Hongkong, Aug. 4, 1916.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship, "Leising," having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 11th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, Aug. 4, 1916.

SHIRE LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO & STRAITS.

THE Steamship "Pembroke" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 11th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, Aug. 4, 1916.

PEN LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship "BENDORA"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 11th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, Aug. 4, 1916.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL-STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION

STEAMERS

SAILING DATE

Displacement

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN, and TENERIFF

"ATSUTA MARU" (THURSDAY, 10th Aug., at Noon)

"HITACHI MARU" (THURSDAY, 9th Aug., at Noon)

VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA

"YOKOHAMA MARU" (WEDNESDAY, 30th Aug., at 4 p.m.)

SYDNEY and MELBOURNE, via MANILA, Cebu, Iloilo, SINGAPORE, T. 12,500

"SAKI MARU" (TUESDAY, 15th Aug., at 11 a.m.)

DAY ISLAND TOWNS, via SINGAPORE, T. 13,500

"STANGO MARU" (TUESDAY, 15th Sept., at 4 p.m.)

CALCUTTA via SINGAPORE, PENANG & RANGOON, T. 9,000

"KIRIN MARU" (FRIDAY, 18th Aug., at Noon)

BOMBAY via SINGAPORE, MALACCA and COLOMBO, T. 8,000

"RANGON MARU" (WEDNESDAY, 22nd Aug., at Noon)

NAGASAKI, KOBE & YOKOHAMA, T. 13,500

"STANGO MARU" (FRIDAY, 11th Aug., at 4 p.m.)

SHANGHAI, KOBE & YOKOHAMA

"YETOHOFU MARU" (FRIDAY, 11th Aug., at Noon)

MOJI & KOBE

"YETOHOFU MARU" (FRIDAY, 11th Aug., at Noon)

SHANGHAI, KOBE & YOKOHAMA

EASTBOUND NEW YORK LINE

via PANAMA CANAL.

(CARGO ONLY)

NEW YORK via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN, and SANTO

"WAKASA MARU" (Sails from KOBE Middle of August)

Wireless Telegraphy.

For further information apply to

NIPPON YUSEN KAISHA, B. MORI, Manager.

Telephone No. 202 & 203.

To-day's Advertisements

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship **MIYAZAKI MARU**, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Co., Ltd., Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 14th August, 1916, will be subject to rent.

Unpacked packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.

Hongkong, Aug. 8, 1916. 910

"REX" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND STRAITS.

THE Steamship **"REX"** is hereby informed that all Goods are being landed at their risk into the Godowns and Kowloon Wharf and Godown Co., Ltd., Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

No claims will be admitted after the Goods have left the Godowns, and the 10th inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 10th inst., or they will not be recognized.

All broken, chipped, or damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, Aug. 8, 1916. 911

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

AUGUST 8, 1916. -A.M.

Station.	Hour.	Wind.				
		Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.
Wharfedale	5 a.	29.80	77	100	0	0
Harbour	5 a.	29.80	78	92	0	1
Harrogate	5 a.	29.80	84	85	0	1
Leeds	5 a.	29.80	85	82	0	1
Wakefield	5 a.	29.80	85	82	0	1
Sheffield	5 a.	29.80	85	82	0	1
Doncaster	5 a.	29.80	85	82	0	1
Thames	5 a.	29.80	85	82	0	1
Great Ouse	5 a.	29.80	85	82	0	1
Great Ouse	5 a.	29.80	85	82	0	1
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